



THE WEEK IN MOTOR CIRCLES

—WITH TRADE AND OWNER—



STRANGE THINGS HAPPEN ALONG THE OPEN ROAD

Tale of Open Road Not Always Filled With Sunshine; Pessimist Has Dope Here

Walt Whitman wrote a poem called "The Open Road," in which he gave an appalling catalogue of all the sights and scenes and influences which could be encountered along any thoroughfare. Under the force and magic of his insight a road became a section of life, and all that passed down its dusty way served as a resume of what we are to find in living. But the open road has not passed with the "good gray poet," for, in the New York Sun, recently appeared a paragraph or two telling what a Sunday motorist saw on a section of Jersey road in the space of an afternoon. It is enough subject matter for another "Essay on Man." For instance, there were seen:

Citizens breaking beer bottles and then stooping, in the heat of noon, to scatter the fragments so widely on the Belleville pike that no motor car shall escape.

Motorists getting out of cars to sweep a trackway through the broken glass.

Pedestrians spreading out across the road to compel cars to stop.

A man in half of a Palm Beach suit lying in the position necessary to repair a loose transmission shaft.

A shaded gravel walk beside a concrete road, and all the natives walking on the road.

A town marshal opening a motor party's lunch basket to see whether a child without a health certificate was concealed therein.

The driver of a car using both hands to light a cigarette, leaving the wheel in the care of Providence.

A middle aged couple flying along on children's pushbikes equipped with motors.

A family lunch party under a tree with a wireless cooker.

Sarsaparilla drinkers in a chartered trolley car smashing the bottles on the highway.

Motorists stopping on the Hackensack Meadows road to pick cattails; the kind that were killed and hung on parlor walls in 1882.

Children playing in the road under a sun of 110 degrees when a shady field was only 20 rods away.

Father of family using butter from lunch kit to grease a neglected differential.

A woman driver adjusting the mirror so that she could see her face instead of the road behind her.

A feather box in the limbs of an overhanging tree.

What is said to be a satisfactory method for planting aluminum on iron has been invented in France.

FUEL ECONOMY OBTAINED WITH CARE OF MOTOR

With Proper Attention to Details Average Motorist Can Cut Down His Bills

The high cost of gasoline may in most cases be offset by the car owner if he will carefully go over his car and assure that all its parts are working to their best efficiency. There are many factors that contribute to the waste of gasoline; if these are taken care of the cost of a mile of gasoline may be so reduced that the fuel will not be any higher than in previous years, when it cost half what it costs now.

Poor carburetor is the principal source of waste, and even in the modern cars poor designs of manifold and carburetors exist to an unfortunate degree, but of course to a greater extent on the older cars. To correct this condition it is often necessary to change the carburetor and sometimes the manifold, according to a letter from Kingston Forbes to Motor Age. The carburetor manufacturer should be consulted, and when possible see the service engineer, and if he advises a change it will pay to do it.

Be sure that a competent man adjusts the carburetor, and instruct him to set it for economy and not maximum power, for that will use more fuel and constitute a waste under average conditions. Don't let the engine run for any length of time when you are not driving, for this quickly burns up fuel.

To get the maximum power and economy out of the motor all the bearing and connecting rods must be properly fitted; the valves must be kept in good condition and properly ground in. See that the stems are fitting properly and not worn, for this would admit air in the engine and spoil the carburetor adjustment. The valves should be carefully adjusted. See that the piston and rings are in good condition and do not leak, as the compression pressure must be maintained. Take Care of Ignition.

The ignition must be properly taken care of, seeing that the spark plugs have the right gaps and are clean; have the breaker points, or spark regulator, and timing set so that a good spark is obtained, as a good spark means a lot in gasoline economy. The clutch should be examined to see that it has the proper spring attachment and that it does not slip, as the slipping clutch means wasted power. If the car is running along a level road and the clutch is thrown out it will run for some distance before it finally comes to a stop. If it were not for the friction in different bearings, wind and road resistance, the car

would continue traveling. If the bearings are tight they create friction, and this uses power to overcome it, and uses more fuel, so it is seen that the bearings in all parts of the car must be as free as practicable and be properly lubricated. The clutch shifting yoke needs frequent oiling, and must be set so that it is not dragging and so causing friction.

The gears should have a medium weight oil and not grease or any other fibrous compound; likewise, the rear axle should not have a heavy grease put in it, as this consumes considerable power. The wheel bearings need frequent attention to see that they are lubricated properly. A frequent loss of power is in dragging brakes. Have these properly adjusted so that they are free and do not bear on the brake drums at all.

Coast Down Grades. The tires are friction makers, as their grip on the road drives the car. Tire friction must be kept to a minimum by having them properly inflated. To keep the tires inflated to their required pressure is most essential, as it means both tire and fuel economy. The tires as designed give the maximum amount of resistance or friction when they are properly inflated.

When the car is driven in hilly districts quite a saving is made in gasoline by stopping the motor when going down grade, at the same time, of course, keeping the clutch released.

It is also a good idea to test the car for coasting from time to time on the same grade, so it will be readily seen if everything is working freely. Modern carburetor and attention to the details outlined will go a long way toward offsetting the present high price of gasoline.

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EAR PLAYS PART BUYING OF CARS

Salesman's Argument Not Only Thing to Listen to in Selecting Automobile

Into every act of buying there enters one of the five senses. We purchase articles through seeing, feeling and tasting, but very few of us realize that hearing plays a very prominent part in the purchase of a motor car. Nevertheless, purchasing a motor car through sound is not a novel idea, neither is it a new one, because every salesman unconsciously advocates it, according to A. C. Faeh, who writes on the subject in Motor Print. At some point in his argument he will emphasize that the absence of noise, due to the smoothness of operation, should be considered.

Purchasing by this method, of course, necessitates the knowledge that the engine with a low musical purr means power and the ability to do work without effort. This also applies to an electric car where the sound of a motor is changed to a groan when it is not of a capacity to care for the work required.

Any one who contemplates the purchase of a motor car should know that there are two vital sounds which determine the solidity of the car or its lack of it. Where the body of a car has been practically "thrown together," to use an expressive current phrase, the slamming of a door will emit a hollow sound which advises him with an ear attuned to vibrations of the quality of the car, and says to him in so many words, "This is a cheaply built body." But the truth of the foregoing manifests itself when

one slams the door of a well-built car. Then there is the sound of solidity and stability which cannot be mistaken and the listener realizes that here is a body not only correct in design but faultless in construction.

It is not a difficult matter for a man with a knowledge of values to be blindfolded and merely by the sound emitted by the slamming of the door to describe the worth of the product. The "tinny noise" is characteristic of those cars in which no consideration has been paid to the making of them sound proof.

The body of a closed car is comparable to the sounding board of a musical instrument. Owing to the fact that it has six sides and is fastened rigidly to the chassis every sound is transmitted to the passengers. If the car has been built correctly the combination of every little minute sound is a pleasing, low, purring solid hum. If, on the contrary, the car has been cheaply manufactured this sound is missing and one hears in its place the irritating, rasping noise which tears the nerves.

Care in Testing
Every good car builder is proud of the body on his chassis. He points to it with pride because the absence of noise denotes the many struggles to overcome difficulties and it advertises the construction that under all conditions will stand up and give thorough satisfaction. The manufacturer of a high grade body will never object to the slamming of a door on his car, whereas the maker of a cheap car is exceedingly careful of the way his door is closed.

Body building is an art and one which can be learned only from experience, because in this day of rapid transit by motor car many things have arisen to make it difficult to manufacture a quiet car, things which in days gone by would have never troubled the makers.

There is one concern, and doubtless this is characteristic of a great many, which in testing its motor runs

its bearings at twice the capacity which they are supposed to run and a stethoscopic arrangement is used in order to detect all which do not meet the high requirements.

Buying by sound is the second point in the progress of purchasing a motor car. The first is sight and if this meets with the requirements of the prospective purchaser it is more than likely that he will give the salesman an opportunity of demonstrating the product. If the sound of the motor or the car itself is not pleasing it is more than likely that his interest will die out and all of the salesman's arguments cannot rekindle it.

While most persons do not yet realize that sound does play such an important part in the purchase of a car, due possibly to the fact that they have not as yet given it much consideration, yet it is an important factor, and the quieter the motor runs and the less noise there is in the body and in the entire car the quicker will the purchase check be made out.

Try this method the next time you look over a car and note how easily you can appreciate the value of a good machine.

HURLED FROM MOTOR, CURED OF LAMENESS

DANVILLE, Ill., Oct. 7.—Usually people suffer from injury when thrown out of an automobile, but F. Ross Elliott was greatly improved by being hurled from a machine a few days ago. He had been suffering from rheumatism and was compelled to walk about on crutches. He and a friend were driving in the vicinity of Rantoul when their machine skidded and went into the ditch. Both men were thrown out and sustained severe cuts and bruises. However, when he crawled out from under the auto, Elliott found out that he was able to walk without crutches for the first time in weeks.

STOCKTON MAN MAKES RECORD IN SUPER-SIX

A. H. Patterson of Stockton, Cal., has just finished a motoring trip to Los Angeles and return, which, so far as known, beats all records for just plain, ordinary touring. Patterson, with his family and party of friends, left Stockton in his Hudson Super-Six in the morning at 4:37 o'clock, and at 6:01 in the evening pulled up at the Hotel Alexandria in Los Angeles. The 371 miles between Stockton and Los Angeles were covered in the day's touring of 13 hours and 24 minutes, elapsed time. The actual running time was only 10 hours and 2 minutes, several stops having been made en route for oil and gasoline—also one hour and 40 minutes for lunch at Bakersfield.

This drive was remarkable when it is considered that the car was the regular Super-Six touring car, with windshield and top up, carrying five passengers.

Mr. Patterson is enthusiastic over this performance of the Super-Six and says: "Few people realize that it is possible to hold a sustained speed of 60 miles an hour, mile after mile, with a touring car and passengers. Even at this high rate of speed the Super-Six held the road perfectly and one really would not think the car was travelling over 40."

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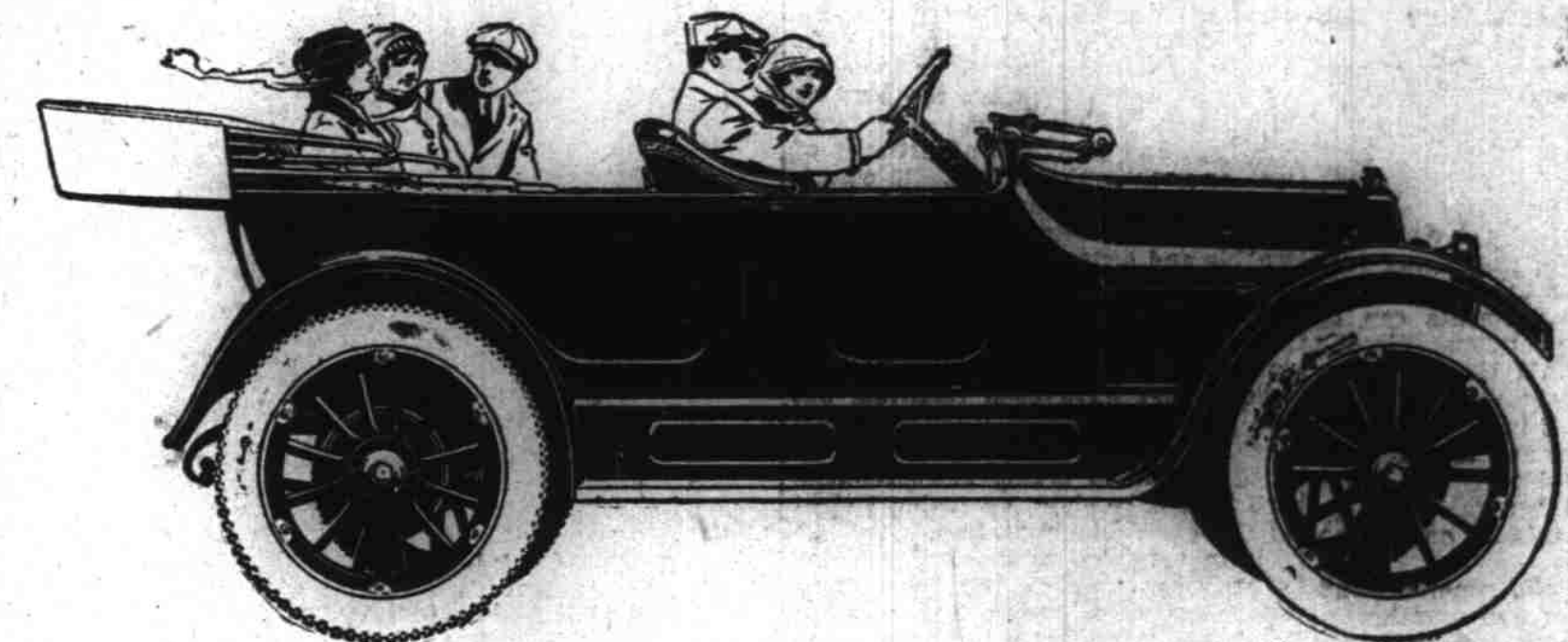
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